



ROUTE CONCEPT REPORT



ROUTE 222 CORRIDOR

01-MEN-222-KP R0.0/3.5 (PM R0.0/2.2)

All information in this Route Concept Report is subject to change as conditions change and new information is obtained.

I approve this Route Concept Report as an analysis and conceptual long-range guide for Caltrans, our Regional Transportation Planning partners, local entities, and the public.

Approval Recommended:

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CHARLIE FIELDER **Date**
Deputy District Director
Program/Project Management

CHERYL S. WILLIS **Date**
Deputy District Director
Planning

Approved:

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District Director
District 1

JANUARY 2002

ROUTE 222 RCR

ROUTE CONCEPT REPORT

Statement of Planning Intent

The Route Concept Report (RCR) is a planning document which describes the Department's conceptual improvement options for a given transportation route or corridor. Considering reasonable financial constraints and projected travel demand over a 20-year planning period, the RCR considers transportation facility needs for each route or corridor. The RCR is a tool for implementing interregional and statewide continuity of the State's transportation network, and will be updated as needed as conditions change, or new information is obtained.

Purpose of the Route Concept Report

The objective of the RCR is to have local, regional, and state consensus on route or corridor concepts, improvement goals, and strategies. This document provides concept information only and does not determine policy nor establish a course of action. Route Concept Reports are prepared by District staff in cooperation with local and regional agencies.

Assumptions

The following assumptions form the basis for the development of Route Concept Reports:

1. The relative importance of State highways in the District is generally based on functional classification. In general, higher priority is given to major improvements on principal arterial routes as compared to minor arterials and collectors.
2. State highways with improvement concepts must have realistic concept levels of service. Concept levels of service are not established on State highways that will only be maintained (since improvements would not be made to address level of service concerns).
3. Level of service calculations are based on the 1997 Highway Capacity Manual (see Appendix A).
4. Determinations of future level of service for State highways in District 1 are based in part upon Statewide and Regional forecasts of State highway travel developed by the Department.
5. Route concepts apply generally to an entire route or corridor, unless there are overriding considerations (e.g. a major change in function along the route or feasibility concerns).
6. Major projects will be developed to meet design standards acceptable to the Federal Highway Administration in order to receive Federal funding for projects. Otherwise, a "design exception" must be secured during the project development process.
7. Safety projects will be pursued on an on-going basis in order to be responsive to safety concerns as they are identified.
8. No planned or programmed improvements were assumed to be complete in analyzing present and future operating conditions. The Route Concept Report details programmed improvements in the 1998 STIP and the 1998 STIP Amendment.
9. Environmental documents are not required for Route Concept Reports. Individual improvement projects identified in Route Concept Reports will follow established environmental processes when development is proposed as required by law.

ROUTE CONCEPT REPORT

ROUTE 222

01-MEN-222-KP R0.0/3.5 (PM R0.0/2.2)

I. ROUTE CONCEPT AND RATIONALE

FACILITY CONCEPT

Route 222 should remain a 2-lane conventional highway, maintained as necessary at its existing width and on existing alignment, as long as it remains in the State Highway System.

Route 222 serves local traffic between the City of Ukiah and the community of Talmage. It was adopted into the State Highway System in 1925 to serve the State Hospital at the community of Talmage. The State Hospital has closed, and the facility is now a Buddhist temple. Since Route 222 no longer serves a statewide highway purpose, the District is discussing the possibility of relinquishing the Route to the City of Ukiah and the County of Mendocino. It is likely that some upgrading of the route would be required in conjunction with a relinquishment.

LEVEL OF SERVICE CONCEPT

No concept level of service has been selected for Route 222.

Route 222 currently operates at a "D" level of service during peak hour periods, and is expected to continue at a "D" level of service through the year 2020. However, considering the Route's function, major improvements would not be made even if level of service concerns existed.

ROUTE CONCEPT FUNCTION

This Route Concept should serve as a guide for long-range planning for Route 222. It will protect the state's investment in this Route until we are able to relinquish it.

II. ROUTE MANAGEMENT STRATEGIES

REHABILITATION STRATEGY

Route 222 should be maintained as necessary.

Based on functional classification and maintenance service levels, Route 222 in District 1 should be maintained as necessary at its present width and on existing alignment. Portions of the Route may be rehabilitated on an exception basis, when maintaining the facility would be less cost effective than rehabilitating it.

ROUTE 222 RCR

SAFETY AND OPERATIONAL IMPROVEMENT STRATEGY

The collision rate on Route 222 is below the statewide average, based on similar facilities. The District has an established collision surveillance and monitoring program, which identifies locations with collision concerns and recommends safety improvements when warranted. **Safety improvements at spot locations will be considered as necessary.**

Bridge replacement and storm damage projects will also be considered as necessary, and operational improvement projects will be considered on a limited basis. These projects, in addition to safety projects, should be constructed to appropriate State and/or Federal standards.

GOODS MOVEMENT STRATEGY

Consistent with the relatively low truck traffic volumes on this Route, no goods movement improvements are planned for Route 222 at this time.

NON-MOTORIZED FACILITIES STRATEGY

Moderate volumes of non-motorized traffic use Route 222, generally concentrated in the City of Ukiah and the community of Talmage. No bicycle or pedestrian improvements have been identified along the Route 271 corridor at this time.

CORRIDOR PRESERVATION STRATEGY

It is anticipated that Route 222 will either be relinquished or remain as it exists (a 2-lane conventional highway). No substantial long-term right of way needs are anticipated.

III. ALTERNATIVE CONCEPTS CONSIDERED

No alternative concepts were considered for Route 222 in District 1.

IV. ROUTE ANALYSIS

DESCRIPTION

Route 222 originates at Route 101 in the City of Ukiah, and proceeds in an easterly direction to its terminus at East Side Road in the community of Talmage. The Route is 2.6 kilometers (1.6 miles) in length and has a kilometer post description of R0.0/3.5 (PM R0.0/2.2).

ROUTE PURPOSE

Route 222 is a "stub" Route, which originates at Route 101 at the easterly limit of the City of Ukiah. It crosses the Russian River to serve the small community of Talmage (Population approximately 1,500), and to function as an extension of East Side Road. This Route was brought into the State Highway System to serve the Mendocino State Hospital at Talmage,

ROUTE 222 RCR

which has since closed.

ROUTE SEGMENTATION

Route 222 consists of one segment: MEN-222-KP R0.0/3.5 (PM R0.0/2.2).

LAND USE

Land use adjacent to Route 222 is generally a mix of agricultural land and low to moderate density residential. It is anticipated that these uses will continue, although there is some potential for additional residential development.

EXISTING FACILITIES

Table 1 below will summarize existing facility characteristics for the Route 222 corridor in District 1.

**TABLE 1
EXISTING FACILITY CHARACTERISTICS
ROUTE 222**

SEG #	HUM 222		DESCRIPTION	EXISTING FACILITY
	KP	PM		
1	R0.0/3.5	R0.0/2.2	Rte 101 to East Side Road in Talmage	2-LANE CONVENTIONAL

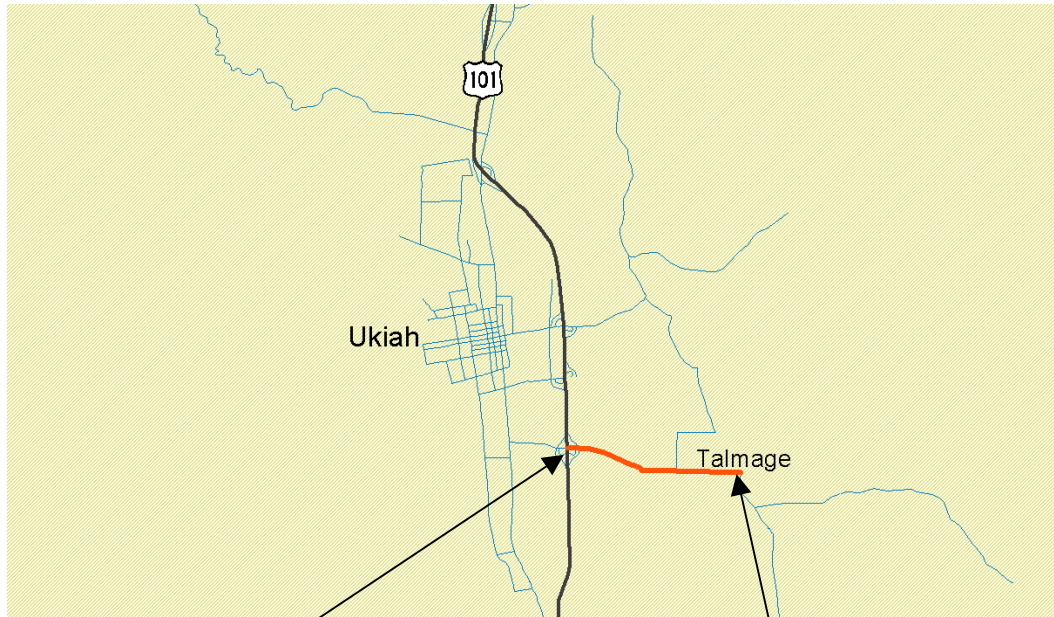
Functional Classification	Urban Minor Arterial
Eligible for Federal Funding	Yes
Freeway and Expressway System:	No
Eligible for Scenic Highway Designation:	No
Subsystem of Highways for Extra Legal Loads (SHELL)	No
Surface Transportation Assistance Act (STAA) Trucks Allowed:	No
Strategic Highway Network:	No
National Highway System:	No
Interregional Road System:	No
Public Airports Served:	None (Ukiah Airport west of Route 222)
Rail Service	None
Intercity Bus Service:	None
Intersecting State Highway Routes:	101
Park and Ride Lots	None

OPERATING CONDITIONS

ROUTE 222 RCR

Present and future operating conditions, including traffic volume ranges, level of service, and volume to capacity ratios for both existing and anticipated future conditions for Route 222 are shown on Map 1 (below). Further information regarding specific operating and geometric conditions may be found in the Department's source documents (e.g. the State Highway Inventory, the State Highway Log, and Traffic Volumes on California State Highways, etc.)

MAP 1 PRESENT AND FUTURE OPERATING CONDITIONS ROUTE 222



MEN-222-KP R0.0/3.5 (PM R0.0/2.2)

Terrain: Flat

Gradeline: Flat

Existing (2000)

2-lane conventional

3.0-3.6 m (10'-12') lanes

6.1-13.4 m (20'-44') Paved

4,350-9,000 AADT

"D" LOS

V/C=.34

Accident Rate: Less than 1.5 times the
Statewide Average

Future (2020)

6,100-12,600 AADT

"D" LOS

V/C=.47

PROGRAMMED IMPROVEMENTS

There are no programmed improvements for this Route in the 2000 STIP nor the 2000 State Highway Operation and Protection Program (SHOPP).

V. ENVIRONMENTAL CONSIDERATIONS

Primary environmental consideration on Route 222 is the water quality and scenic value of the Russian River, a Wild and Scenic River, which is also a critical salmon and steelhead spawning and nursery habitat.

VI. REGIONAL TRANSPORTATION PLANNING

The Mendocino County Regional Transportation Plan states that no new facility or major operational improvements are planned for Route 222.

VII. AREAS OF CONCERN

The following criteria are used to identify areas of concern on Route 222, based on an analysis of level of service and collision history:

1. A segment is considered to be a "level of service concern" if the concept level of service (LOS) will not be achieved under present or future traffic conditions, or the segment operates at capacity during peak hour.
2. A segment is considered to be a "safety concern" if the total collision rate for a five year period for that segment exceeds one and one-half times the Statewide average for similar facilities.

Based on these criteria, no areas of concern were identified on Route 222.

VIII. IMPROVEMENTS NECESSARY TO ACHIEVE THE ROUTE CONCEPT

No new facility improvements are necessary to achieve the Route Concept (maintain only) through the twenty year period.

Safety improvements should be made when necessary and operational improvements should be considered on an exception basis.

IX. TRANSIT AND HIGH OCCUPANCY VEHICLE (HOV) CONSIDERATIONS

Mendocino Transit Authority provides fixed Route transit service to the community of

ROUTE 222 RCR

Talmage over Route 222. No State-owned park and ride lots exist adjacent to this Route.

X. ACCESS MANAGEMENT

Access management involves managing where vehicles are allowed to enter the highway, to improve highway operations and reduce collisions. Access management concerns on Route 222 are somewhat mitigated by reduced speed limits at the beginning of the Route and within the community of Talmage, where most operational conflicts exist.

XI. ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS

New or changed highway routings generally require adopting a new route and rescinding the previously adopted route. The Route may also be relinquished to a city, county or other public entity.

Due to the closure of the State Hospital at Talmage, Route 222 no longer serves a statewide highway purpose. It is anticipated that the Department will negotiate to relinquish the Route to the City of Ukiah and Mendocino County, as appropriate.

ROUTE 222 RCR

APPENDIX A Level of Service (LOS)

LOS

A



Description of Typical Traffic Conditions

Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed, and a high level of comfort and convenience.

Delay

None

Service Rating

Excellent

B



Stable traffic flow – speed becoming slightly restricted. the presence of others in the traffic stream begins to be noticeable. Low resistance on maneuverability.

None

Very Good

C



Stable traffic flow, but less freedom to select speed, change lanes or pass. Comfort and convenience Decreasing as density

Minimal

Good

D



Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Reduced maneuverability, driver comfort and convenience.

Minimal

Adequate

E



Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort and convenience.

Significant

Fair

F



Forced traffic flow. Speed and flow may drop to zero with high densities. Queues tend to form behind such locations since arrival flows exceed traffic discharges.

Considerable

Poor